Attachment A

Southern California

Potential Early Investment Projects that Support Development of the California High Speed Train

Draft: For Internal Discussion Only

Project Criteria Under Refinement - Individual Project Criterion to be Developed

Category			Projec	ts		Criteria Framework for Project Selection										
	Code	Description	Rough Order of Magnitude Cost	Status	Details	County Priority	Project Readiness by 2020	Fits within Statutory Requirements of Prop. 1A for Phase 1	Regional Connectivity to the HST System / Linkages	Improved Operations/Speed	Enables Development of the High Speed Train System	Independent Utility	Enhanced Capacity	CPUC Hazard Ranking (Sec 190)	Safety Improvements to Increase Speed	Leverages Local Investment
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>	Palm-LA- S01	Bledsoe Street - Closure	\$2,000,000	HST PE/Env	Road crossing closure		1									
gs / Safet nents	Palm-LA- S02	Polk Street - X- ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development											
Grade Crossings / Safety Improvements	Palm-LA- S03	Hubbard Avenue - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development						*					
Grad	Palm-LA- S04	Maclay Avenue - X-ing Improvements	\$5,000,000	24	Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development											

Palm-LA- S05	Brand Boulevard - X-ing Improvements	\$5,000,000	9	Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S06	Jessie Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S07	Paxton Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S08	Pierce Street - Closure	\$2,000,000	HST PE/Env	Road crossing closure					
Palm-LA- S09	Osborne Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S10	Branford Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S11	Penrose Street - Closure	\$2,000,000	HST PE/Env	Road crossing closure					
Palm-LA- S12	Sunland Boulevard - X- ing Improvements	\$5,000,000	Ti.	Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S13	Arvilla Avenue - Closure	\$2,000,000		Road crossing closure					
Palm-LA- S14	North Buena Vista Street - X- ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S15	Sonora Avenue - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S16	Grandview Avenue - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S17	Chevy Chase - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S18	Main Street - X- ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development					
Palm-LA- S19	Doran Street - Grade Separation	\$40,000,00 0	HST PE/Env	Corrects serious safety concerns New Grade Separation					

Palm-LA- S20	Roxford Street - Grade Separation	\$40,000,00 0	HST PE/Env	New Grade Separation			
Palm-LA- S21	Sheldon Street - Grade Separation	\$40,000,00 0	HST PE/Env	New Grade Separation			
Palm-LA- S22	Van Nuys Boulevard - Grade Separation	\$40,000,00 0	HST PE/Env	New Grade Separation			
Ana-LA- S01	Alondra Boulevard - X- ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development			
Ana-LA- S02	Carmenita Road - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development			
Ana-LA- S03	Pioneer Boulevard - X- ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development			
Ana-LA- S04	Vermont - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development			
Ana-LA- S05	South St X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development			
Ana-LA- S06	Broadway - X- ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety) Grade Separate for HSR Development			
Ana-LA- S07	Sycamore - Closure	\$2,000,000		Road crossing closure			
Ana-LA- S08	Santa Ana - Closure	\$2,000,000		Road crossing closure			_
Ana-LA- S09	Rosecrans Ave / Marquardt Ave Grade Separation	\$150,000,0 00	Designed	PUC Rank #1 New Grade Separation			
Ana-LA- S10	Norwalk Blvd / Los Nietos Rd - Grade Separation	\$40,000,00 0	Designed	PUC Rank #2 New Grade Separation			
Ana-LA- S11	State College Blvd Grade Separation	\$70,000,00 0	PSR Complete	PUC Rank # 48 Road Under			
Ana-LA- S12	Ball Rd Grade Separation	\$78,000,00 0	Planning/PS R	Road Over			
Ana-LA- S13	Orangethorpe Ave Grade Separation	\$90,000,00 0	Planning/PS R	Road Under			
LA-CY1	Durfee Grade Separation	\$50,000,00 0	Planning				

	RIV-S01	McKinley Street Grade Separation (serves ML 91 & IEOC lines)	\$36,000,00 0	Planning/PA ED	PUC Rank #3 New Grade Separation	
	RIV-S02	Jurupa Road Grade Separation (serves ML Riverside line)	\$74,000,00 0	Planning/PS R	PUC Rank #21 New Grade Separation	
	SUBTOTAL		\$860,000,0 00			
	Palm-LA- C01	CP Brighton to CP Roxford Double Track	\$108,600,0 00	HST PE/Env	Double track single track territory. Independent utility if the existing track is relocated. There is a significant cost difference.	
	Palm-LA- C02	Glendale Slide Relocation	\$3,300,000	HST PE/Env	Relocate existing UPRR storage. Independent utility if the existing track is relocated. There is a significant cost difference.	
	Palm-LA- C03	Glendale Station Redesign (coincides with Glendale Slide Relocation)	\$20,000,00 0	HST PE/Env	Relocate existing UPRR storage. Independent utility if the existing track is relocated. There is a significant cost difference.	
10	Palm-LA- C04	Vincent Siding Extension (to 11,000 ft.)	\$11,200,00 0	Planning	Extension of existing siding.	
ment	Palm-LA- C05	Palmdale Siding Installation	\$7,000,000	HST PE/Env	Capacity and operations impact.	
Capacity / Operational Improvements	Palm-LA- C06	Santa Clarita to Newhall Double Track (includes 4 grade X-ings & Santa Clarita platform)	\$40,200,00 0	Planning		
perati	Palm-LA- C07	Bob Hope Airport Station Expansion	\$15,000,00 0	Planning	Airport station adjacent to future HSR station.	
acity / (Ana-LA- C01	Union Station Run-Through Tracks	\$350,000,0 00	Environment al	Needed for capacity impacts for HSR and rail growth in southern California	
Сар	LA-C01	Raymer to Bernson Double Track	\$77,000,00 0	PE/Environ	LOSSAN Corridor feeder to HST system.	
	LA-C02	Van Nuys Station Platform	\$40,000,00 0	PE/Environ	LOSSAN Corridor feeder to HST system.	
	LA-C03	UPRR Alhambra Sub - LAUPT to CP Hondo Double Track	\$325,000,0 00	Planning		
	LA-C04	CP Amar to CP Irwin Double Track	\$91,650,00 0	Planning		
	LA-C05	CP Barranca to CP White Double Track	\$110,300,0 00	Planning		
:	LA-C06	High Desert Connection to HSR	\$500,000,0 00	Environment al		

SB-C01	CP Central to CP Archibald	\$104,000,0 00	Planning				
SB-C02	CP Rochester to CP Nolan Double Track	\$22,750,00 0	Planning				
SB-C03	CP Beech to CP Locust Double Track	\$46,800,00 0	Planning				
SB-C04	CP Lilac to CP Rancho Double Track	\$31,850,00 0	Planning				
SB-C05	Second Fly-over at San Bernardino, CP Rancho to SB Jct.	\$31,850,00 0	Planning				
SB-C06	CP Rana to CP SB Jct. Double Track Shortway	\$22,750,00 0	Planning				
OC-C01	Laguna Niguel to San Juan Capistrano Passing Siding	\$30,000,00 0	Environment al Underway				
OC-C02	Irvine 3rd Main Track Extension	\$75,000,00 0	Planning/Env . Underway		6.		
SD-C01	San Onofre to Pulgas Double Track	\$66,000,00 0	PE/Environ/ Design	5.8 miles through Camp Pendleton (full amount shown, 62% funded)			
SD-C02	Eastbrook to Shell Double Track	\$45,000,00 0	PE/Environ	0.6 miles in Oceanside (full amount shown, 16% funded)			
SD-C03	Los Penasquitos Bridge Replacement	\$20,000,00 0	Final Design	3 Lagoon Railway Bridge replacements in City of San Diego.			
SD-C04	Carlsbad Village Double Track	\$45,000,00 0	PE/Environ	1.1 miles of double track, new bridge across Buena Vista Lagoon			
SD-C05	San Elijo Lagoon Double Track	\$78,000,00 0	PE/Environ	1.5 miles of double track, new bridge across San Elijo Lagoon			
SD-C06	Elvira to Morena Double Track	\$80,000,00 0	PE/Environ	2.0 miles of double track, curve realignments			
SD-C07	San Dieguito Bridge Replacement/Do uble Track	\$110,000,0 00	PE/Environ	1.1 miles of double track, new bridge across San Dieguito Lagoon			
SD-C09	Sorrento to Miramar Ph 2	\$120,000,0 00	PE/Environ/ Design	2.1 milles of double track, curve realignments			
SD-C10	Batiquitos Lagoon Bridge Replacement	\$20,000,00 0	Planning	Lagoon Railway Bridge replacements in City of Carlsbad			
SD-C11	Lagoon Bridge Replacements (tbd)	\$20,000,00 0	Planning	Additional lagoon railway bridge replacements in San Diego County			
SD-C12	Tecolote to Friar Double Track	\$44,000,00 0	Planning	0.9 miles of double track, second bridge across San Diego River			
SUBTOTAL		\$2,712,250, 000					

TOTALS

\$3,572,250,000

"Palm-LA" or "Ana-LA" project within HST Phase 1. County designation only (i.e. "OC") connectivity/linkage project.

Attachment B : Performance Criteria 8-Feb-12

Num ber	Criterion	Description	Comment
1	County Priority	Specific priority for each county.	
2	Project Readiness by 2020	Project has the ability to have funding obligated for construction by 2020.	
3	Fits Within Statutory Requirements for Proposition 1A Funding for Phase 1.	Project meets the requirements of Proposition 1A according to the Attorney General.	Need to discuss how other projects are addressed within criteria. If a project does not meet this requirement, how do we pursue other funding sources.
4	Regional Connectivity to the HST System/Linkages	The project contributes to the HSR system and the "Blended Approach" as a regional connector/feeder system.	See No. 2 above.
5	Improved Operations/Speed	The project improves speed and operational efficiency for the existing commuter service.	
6	Enables Development of the High Speed Train System	The project is located on a HSR corridor where the proposed project benefits the ultimate HSR system as well as existing commuter/intercity rail.	Need to discuss the projects in this relationship. How do we work with projects defined to gain capacity versus those that will ultimately benefit HSR; i.e. grade separation vs. grade crossing enhancement.
7	Independent Utility	The project has immediate benefit for commuter and intercity rail apart from HSR.	
8	Enhanced Capacity	The project increases commuter/intercity system capacity with additional trackage and/or signaling.	Several projects identified as "double tracking" have the possibility of varying degrees of benefit to the HSR system in the following ways: 1. Adding another track in the similar location as the existing track. 2. Adding another track while moving the track into the final location to accommodate HSR.
9	CPUC Hazard Ranking (Sec 190)	The project's ranking applying the CPUC Section 190 formula.	Provides an objective ranking.
10	Safety Improvements to Increase Speed	Grade crossing enhancement to correlate with speed or other operational improvement.	
11	Leverages Local Investment	Local or other funding matches or other in- kind resources.	This needs to be discussed further as to how it is applied.